



THE BUSH NEWS



LEOMINSTER CLASSIC MOTORCYCLE CLUB NEWSLETTER

Website: www.lcmcc.uk Email: admin@lcmcc.uk / editor@lcmcc.uk

Or send to Sabine Ray, Waterloo, Ledgemoor, HR4 8RJ, 07896866253

Newsletter hand in deadline is the 22nd each month

JUNE 2021

WELCOME

The club would like to welcome our newest member Mark Love from Bodenham.

WELL WISHES

To those who know him and may not have heard, one of our “Grumpy old Rockers” Alan (Badger) Kiley collapsed with a stroke on Monday, April 26th and was airlifted to Birmingham to have a blood clot removed from his brain. He has now returned to Hereford and is undergoing therapy to restore speech and mobility.

We are wishing him speedy and full recovery.

CHAT FROM THE CHAIR

We had our third VMCC ride in for April to the Watering Hole, Aymestrey, with about 30 bikes turning up - even met some of the Grumpies there, followed by a free ride into Worcestershire. By the time you read this we will have had our first club night since last August and a few runs. The first midweek meet was good - it's so nice to meet folk once more and put the world to rights. Let's hope this is the start of getting back to normal. Have had my first trip to Snowdonia - 5 days of unbroken sunshine. Saturday and Sunday were very busy around Snowdon itself, but I know some quiet places where the views are almost as good and it's not like Tesco's on Christmas Eve.

Our first club night since August held at Dom's bike stop on May 5th went off very well with 26 turning out on a chilly evening. Even had a pair of Honda Pans fitted with Oxford chairs. I think Dave Peake has been up to something during his lay off.

I did not see anyone take off their coats. It was that chilly, still a good start. Let's hope this is the start of a good year.

The next day we had a right good walk from Peterchurch to Snod Hill Castle. This was one of the first stone-built Norman castles in Britain and one of the biggest.

The sun shone, the views were good, so all was well.

At the committee meeting we welcomed our new secretary, Andrew Pantland. It was a good meeting.

We are going to try and run the Open Night Event at Dom's Bike Stop on 7th July. But it will depend on the rules at the time. But we will also be holding May, June and August club nights at Dom's, hoping we get

back to the Bush in September. But listening to the News, June the 21st may not become freedom day, so it may be all change again. If it does, we may have to call off everything once more. Let's hope not.

We had a cracking walk between Bosbury and Fromes Hill, a little damp but we had it all - views, green lanes, woods, road, riverbanks, uphill and downhill and some very old oaks - brilliant. Let's hope they can jump on COVID-19 once more or it's back to square one once again.

Stay Safe, Bigfoot 01432 277720

RUN TO WESTON-SUPER-MARE

I'd never been to Weston and had heard varying reports about it – anything with the word 'super' in it must be worth seeing, right? Forget Banksy's ironic 'Dismaland', a quirky 'Bemusement Park' that had visitors flocking to the resort in 2015 and imagine a seaside town on a Bank Holiday weekend – it was rammed with people keen to get out and about, enjoy the sunshine and cast off the social distancing constraints. But, I'm getting ahead of myself.

This was the first official run of the year and also the first time we had met up at Holmer Road Service Station since its refurb. Gathering in our usual spot soon threw up a problem as it was marked out with double-yellow lines and the road width reduced due to the installation of a bike rack and pavement where the cash point had been previously. All this was part of the move to relocate the shoppers' parking and keep the exit clear. It was soon obvious that we were causing an obstruction and perhaps in danger through becoming unaware of passing vehicles when intent on conversation. A quick recce showed there was plenty of room to the rear and side of the premises so it may be that we will meet there in future.

Bikes slowly accumulated and it was good to see Mario, newly returned to the Club, although he was on call that day and couldn't join the ride but had turned up to say 'Hi'. There were soon a half-dozen bikes and I realised what I'd been missing this past year as I pushed my bike from the pumps to where the group were assembled to the welcoming comment, 'broken down already, then?' Good old banter.

Dave decided against using the drop-off system as we had few bikes and would have proved rather challenging when negotiating busy junctions around Bristol. So, we simply had to keep the rider behind in view and wait if caught out by lights etc which only happened a couple of times. Using the old Monmouth Road gave us an easy start to our ride until I stalled at the lights and couldn't get the starter to engage as I had recently adjusted the cable and hadn't checked that the safety switch was operated with the clutch pulled in when in gear. A quick flick of the adjusting lever gave the extra movement required and I was soon away again. Note to self: when you adjust something outside the maker's recommendations, check everything works as it should! The run to Tintern was somewhat pedestrian as we latched onto a train of Sunday Leisure drivers enjoying the Wye Valley and popped into the Old Station for tea as, fortunately, Dave had discovered the White Monk tea shop was closed.

Crossing the Severn we went via Avonmouth and along the Avon Gorge where I always look out for the wicker whale in the nature reserve but was somewhat saddened to see it showing signs of age. I'll remember it as it was. A sharp left took us up into Clifton where the traffic and people out for recreation began to build up. With so many people in the Bristol area there is tremendous pressure on the green spaces and the routes to getting there which comes as a bit of a shock for us country folk. Onto the



Clifton Suspension Bridge where we buddied up two abreast, threw in the £1 toll and rode over together. Later, we did a similar thing at the Gents in Weston where we paid just the one 20p and passed through the turnstile together – cheap day out, or what!

The A370 through Congresbury and Cleeve was quite busy on the way down with many changes in speed limit sapping some of the enjoyment of being out on the bike but as we neared Weston you could feel the 'seaside' in the air. Parking up in the seafront bike park gave opportunities to see what everyone else was riding and it was quite surprising to see that there were almost no identical models on display. Farmer Mark was rather taken with a trike and intrigued at the drive and handbrake mechanisms. Spotting an extra lever we surmised that it was a reverse gear operated by a starter motor and were pleased when the owner happened to turn up and confirmed we had worked it out correctly. Although he admitted he rarely used it, preferring to push the unit by hand unless ground conditions dictated otherwise.



Given that the resort was heaving with people I was very impressed with the courtesy of the staff in the café who must have been constantly busy yet maintained a cheerful and friendly demeanour. It was difficult not to people-watch and make judgements about their behaviour when thrust into a situation where social distancing was virtually impossible; I never knew there were so many ways to wear a mask: under the chin, under the nose, on the head and even dangling from an ear. Most, though, appeared to have done their own risk

assessment and decided that face coverings were redundant in the open air and so there was definitely a holiday atmosphere. There was a marked contrast to compliance with 'The Rules' at Weston compared to the two Tintern cafes we used on the day; bizarrely, the rural cafes had stricter compliance where the people density was low.

Leaving Weston by the old coast road towards Sand Bay had a completely different feel and it was easy to imagine what things would have been like in earlier, less pressured times. One householder had an innovative approach to car parking. Faced with limited space for multiple vehicles he (not being sexist here, but it was most likely a man) the obvious choice was reduce the fleet but he simply built a rack and stored them one above the other. We had a short hop on the M5 on the way home and quite enjoyed it, perhaps because it gave an opportunity to have an unfettered run, but then don't we always get a bit of a wriggle on when homeward bound? Thanks to Dave and Ruth for a grand day out.

KAWASAKI DRIFTER, BOBBER PROJECT FINALLY FINISHED

Back last year on 10th April 2020 I wrote the first part of the story for our newsletter. Never in a million, zillion years did I or anyone else expect our friend Covid 19 to be still hanging around! Well, it's now 6th May 2021, Covid not over but lockdown restrictions do look likely to end fairly soon.

Back to the Bobber make - over two jobs left when I last wrote - finding a seat and getting new exhaust or even have one made!!

Below is the end of last year's article as a recap.

Next job is to replace the seat, now my favoured option would be to get hold of a solo seat which some Drifters had as standard equipment. Not managed to find one yet, maybe they are as rare as rocking horse

poo. In searching the world wide web there seems to be a decent selection of after-market minimalist solo seats available - quite few made in Germany, so quality hopefully - should be good! Here is photo of a possible contender.

Now the advert says it will fit my make and model, we will see if that's correct (if I get one).

I have a couple more leads on a genuine drifter solo seat. Well, one really. I like the look of the seat pictured here, but wonder how comfortable it would be on a run of any distance - even one of our nifty fifty runs would it be style over usability? Bit like stiletto heels once you've walked into town with them on, they really hurt your feet, well mine do.



Last job to get done is to change the exhaust system. It's not a bad looking exhaust but is coming to end of its useful life (that's not my opinion but the opinion of D & R motorcycles when she went in for her last MOT). Done well, lasted 20 years.

I have been told we have a custom exhaust pipe maker over Kington way, just waiting for Mike (Bigfoot) to pass the number on to me.

Fancy twin pipe system I reckon it would look cool, still want a decent amount of baffling in them though.

So here is the result so far. I will do an update when the seat comes, and after the coronavirus finally decides to leave us, I can have the new exhaust system made up.



End of recap part, onto the update.

Found seat on VN owner's Facebook page. Still not really found out what it's come off! But looks to my eye a bit like a Harley / Indian type seat. Richard Powell from OJR motorcycles made up a new seating bracket to fit the seat on - see Photo.

I think the new second-hand seat looks like the bees' knees or the wasps' ankles etc.

Now not till many months rolled by could I test ride her to see if the seat was going to be comfortable. I found out the seat IS comfortable BUT never realised the suspension had so much travel movement - enough for the rear mudguard to hit the new seat bracket and mark the lovely new paint job!!! Oh dear me, I said to myself, well something like that....!



After making a few adjustments with a junior hacksaw, Andy Williams and I set off for my first ride in 11 months to see Farmer Mark. Before setting off, Andy suggested putting some tape over the marked paint work to see if it was still hitting the rear mudguard.

Got to farmer Marks's farm and checked the tape - yes it was still marking the paint work – sh*t! As a temporary measure we jammed a piece of high-density foam between the mudguard and the seat base-plate. Hooray at last went off for bit of a ride. The ride lasted one mile when the clutch cable decided it had had enough and broke!! The nipple came off the end. So, I had to ride back to the farm without being able to disengage the clutch.

Farmer Mark has good bit of equipment in his workshop so after trying a number of ways to fix the nipple back on, Mark found his tin of solderless nipples. Must admit I did not think this would work too well but it did get me home, and over to Kington to start the exhaust job next day.

On to the exhaust, because of covid the start date to take the bike over to William's Weldcraft got put back three times. But eventually it got there. Luckily for me Barry from William's Weldcraft forgot to ask me to check that the exhaust could be easily removed from the engine. The exhaust put up good fight to stay connected to the engine block - well it has been there for 21 years. The one side of the exhaust had been damaged years ago when the first owner got pushed off the road in France, with the poor old bike and rider landing upside down in drainage ditch. John had made up some new connecting pieces from alloy billet.



During the build Barry would send photos asking do you like this or like that. It seemed at one stage I could not have the pipes angled upwards because of insufficient mounting points. But after some head scratching, he managed to get some upwards sweep on the pipes like I wanted. The pipes are now two single pipes sweeping back in unison. The pipes are made of stainless steel. They weigh a lot less than the original exhaust system - a lot, lot less! Should get 10mph faster top end now, maybe!! On the ends of the pipes there are turnouts - these are not just for looks - without the top turnout the indicator would be melted off!

Cost wise new off the shelf replacement system was £650ish, original replacement pipes no longer available, custom built by Weldcraft £800 then the polishing firm £100. So, one off set of pipes £900. The pipes have now been taken to be polished. Barry has also made a few extra adjustments to the seat base to avoid it hitting the mudguard.

The bike will make its debut at the next club meeting on Wednesday 2nd June 2021. You may be reading this after that date. It's been year and half in the making but worth the time, effort, and dosh.

Collection day finally arrived 12th May 2021. The whole system in my opinion looks fantastic and sounds great too, like rumbling thunder but reasonably not too noisy rumbling thunder eh. When you hear her, you'll hear what I mean!

First ride home it actually stopped raining and the road was dry. Really enjoyed the twisty road back from Kington into Hereford. Because of decades of riding sidecar outfits, my sidecar riding abilities are better than my solo skills such as they are. Especially if the roads are wet and around Herefordshire at times smeared with



mud, it's not a happy combination halfway round a bend knee down., lol. Oh no the story has gone from factual to fictional!!

So to recap these are the changes made to the Drifter 800 into a bobber style motorcycle.

Paint job pale blue the colour I always wanted the drifter, was available in this colour. Small number plate small but legal small. New handlebar grips, New, second-hand seat (still don't know what it came off!) Fabricated base for the seat to sit on. Last but not least, a complete exhaust system made in stainless steel, by Barry at William's Weldcraft. He can be contacted via Facebook - search for William's Weldcraft. Non computer members can contact me for his number.

Well finally, being thrown off the road for almost a year due to epilepsy back in April 2020 was a very, very difficult time, and I would like to thank the people who supported me. First up my wife Sue followed by my sister Deb. Also, three members of our club who called me regularly. I have thanked them - they know who they are! They all told me I will get my licence back and they were right. At times I did not believe this and became lower than a snake's belly in a deep ditch. The experience has made me less judgemental over mental health issues than I had been..... Dave Peake

Next time Postman Pat (Retired, so just Pat really)

Seriously looking into converting the Pan sidecar outfit to electric powered propulsion. Elon Musk has a restraining order out on me! Story so far coming soonish.....

BLAST FROM THE PAST - Steve's and Clive's round trip UK 2000

Wednesday the 24th

Had quite a restless night, both Stevie and me a bit worried about his bike, but what was more worrying was that Stevie was petrified of Mrs Dracula (especially when I said she told me that she fancied him and I had told her that Stevie was quite taken with her). And then there was that sheep which kept bashing the wall outside our window all night, (it really wasn't my type!)

I had to drag Stevie off the landing in the morning, he'd been out there half an hour, trying to meet the Swedish girl coming out of the shower. I went to have a look at the bikes, the bloody sheep had shat all over the place, and no one had been kind enough to put new brake pads in Stevie's bike.

Stevie didn't fancy breakfast; he couldn't face it with Mrs struggler cooking it up and smoking Joe coughing all over it. I said that if he was a good boy and ate it all up, he could sit in my place so he could watch you know who (our Swedish girlfriend).

He said he would, just as a smoking Joe came in with our breakfast in the middle of a very bad coughing bout, mainly aimed at the right hand plate - Stevie's! I would give this man no more than six months.

Back to our rooms to take some photos out of our bedroom window of the beautiful Isle of Skye. In the garden where three scrap cars, an old Transit van, which was now enjoying a new lease of life as the sheep shed and old caravans, bits of bikes, lawn mowers, washing machines etc. Very picturesque! Stevie got on the phone to a big bike dealer in Inverness - Probike. No help at all, no pads in stock and didn't know where we could get some, funny, as these pads are common to a lot of the Suzuki range, even the same as mine. Then Smokin' Joe came to the rescue. He gave us the number of Mitchell's, a small dealership in Inverness his son often used. Hey presto, he could have a choice of three different makes. Stevie was smiling again, "Save me a set, I'll be there in 2 hours". Then he put the phone down. I asked Stevie if he'd found out where they were as Inverness is a big place. "Er, um, No", he replied. Smokin' Joe said to ring again and see if they'd put the parts on the bus to Skye, he then rang the bus company for us and found out the bus time

and if they could go by the shop, this was OK. Steve rang Mitchell's again and spoke to a very helpful girl Catherine, we think, who asked him to hang on a minute, seemed more like 10 minutes, Steve looking worried again. Then she came back on the line and told us the local postman from Skye was in the shop, buying bits for his bike and was just about to leave for Skye - his shift starts at 1:00 o'clock and he'll bring the pads! Now is that lucky or what? I was going to wait with Stevie, but he told me to carry on around Skye and meet him at the petrol station. I felt a bit guilty about leaving him but on my return the parts were in and we were ready to continue, so no time was lost. We said our fond farewells to our continual hosts. I know the place was bit untidy and I've taken the mickey out of them, but they were ever so friendly in very helpful and I just wonder if we'd stop at some posh hotel, how helpful they would have been. Both Stevie and I really appreciated their help.

The Isle of Skye was fantastic. It was about 136 miles around and I only have enough fuel to do 125 miles so had to miss out the North West point. I stopped to take photos of Sgurrnan, the highest mountain range in Skye, still snow covered on top. Guess what? My camera had packed in due to all the damp and all my lovely photos were knackered, what a disappointment. I went over the mountain road from Coillore to Portree then up the North East point through Uig. What fantastic views, I really did feel sorry for Steve missing this. There was a bit of rubbish scattered around the North of the island, old cars etc, but back down the eastern side I stopped to admire the Old Man of Storr, a great big rock that just stands there. It looks like it would fall over if you land on it. What a bugger about my camera. I stopped just out of Portree for a drink and a fag and those German bikers pulled in. I went to have a word with them, but they completely ignored me. I was a bit annoyed about that.

When I finally met back up with Stevie he was grinning from ear to ear - all was well with the world again. He asked me what it had been like. I didn't want to take the smile off his face, so I just said it was very nice and told him about my camera. He said it served me right for leaving him!

To be continued

MAG UPDATE

Legal but lethal? A worrying accident took place involving a Tesla vehicle in America. As reported in the New York Times: 'Two men were killed in Texas after a Tesla they were in crashed and caught fire with neither of the men behind the wheel, the authorities said. Physical evidence from the scene and interviews with witnesses led officials "to believe no one was driving the vehicle at the time of the crash." The vehicle, a 2019 Model S, was going at a "high rate of speed" around a curve when it went off the road about 100 feet and hit a tree in a residential area. The men were 59 and 69 years old. One was in the front passenger seat and one in the rear seat. MAG has, once again, been ahead of the curve in citing two issues relating to all of this. One is the question of electric power, which isn't technically an autonomy issue – but it is an issue. The raging fire, involving something called 'thermal runaway,' meant that the fire burned for four hours, instead of there being no fire - or one that would be easy to put out as is the case with most petrol engine vehicles. The second issue is whether robocars are safer overall versus their human controlled equivalents. Elon Musk, the man behind the Tesla, recently claimed that electric cars are 10 times safer than manually controlled vehicles. MAG needs to be true to its databased approach. We need to look at the true figures and the actuarial risk involved with robocars. Only then can we draw sensible policy conclusions for the implications for motorcycling.

Tracking daft policies Many of you will have seen the media storm over the Northumbria PCC's (Kim McGuinness) proposals for mandatory trackers on all motorcycles. The question of trackers being fitted to

all bikes is not necessarily a bad idea but giving the police or anyone else authority to constantly monitor the location and speed of all motorcycles is definitely not a good idea. A local PCC clearly doesn't have the power to enforce such a proposal, but from a national perspective this became a real issue with the admission that McGuinness was lobbying the Home Office to introduce legislation to mandate this. Colin immediately prepared the ground for a very vocal campaign but also engaged directly with the PCC's office to call for a meeting with McGuinness. This action combined with the vocal complaints in the motorcycle media led directly to the change of direction by the PCC. At the eleventh hour MAG's press release changed from one of conflict to one of reporting progress. McGuinness is now dropping plans to lobby for legislation and MAG has secured a commitment from the Northumbria PCC's office to meet to discuss practical solutions to the very real issues of motorcycle theft and subsequent anti-social behaviour. We are embedded with the PCC's office which is vital as it secures progress even if another candidate wins the Northumbria PCC election on May 6th.

Police, Crime, Sentencing and Courts Bill contains trouble Lembit has reviewed the situation regarding the content of the Police Crime, Sentencing and Courts (PCSC) Bill contains potential trouble for riders and for MAG. The issues for MAG related to worrying restrictions that give the police greater powers to stop demonstrations and fine or even imprison those breaking the new rules, if they get passed. For example, the smallest size demo they can stop is a demonstration of just a single person. In addition, making excess noise is to become a more serious crime. Obviously, both of these changes can affect the ability of riders to demonstrate. Yet there is another part of the Bill that has been almost ignored. The traffic laws are being made stricter, with stiffer sentencing in some situations. In effect, the changes here are likely to have a far more serious impact on a daily basis than the laws on demonstrations. Lembit says: 'the media has been mainly reporting the new restrictions of demonstrating – but the traffic rule changes are the unannounced spectre which could cause worries for riders. I'd welcome your views, because MAG needs to have a position on all of this.' Can we alter the content of the legislation? Maybe. However, the main thing is to understand the implications for riders on a day-to-day basis. This work is all being done now, and you're welcome to input as MAG moves towards a policy position on all of this.

WHAT'S ON 2021

Latest COVID – Guidelines

Wales: from

24 Apr six people from six households may meet outdoors

26 Apr outdoor hospitality can open; outdoor visitor attractions can open.

England: Earliest dates for easing lockdown social distancing applies

12 Apr – meet rule of six (outside); cafe 6 seated outside

17 May – meet 30 outside; cafe 6 seated inside

21 Jun – restrictions lifted

All Club events (including runs) should be organized through our Events Coordinator Sue Moore, email bobandsuiz@hotmail.co.uk/TEXT ONLY on 07857 250023 or PM through Facebook
Events in Italic are non-club events.

SMALL BIKES RUN

Some Members of the club have been requesting a run for smaller bikes, 50cc-125cc max.

If someone would like to organise one, please get in touch with Sue Moore, our events coordinator.

NEW GATHERING AND PARKING FOR SUNDAY RUNS





Following the refurbishment of Holmer Road Service Station, the usual meeting place is now designated as a no-stopping area (double-yellow lines). For safety, future runs will gather just around the corner next to **Enterprise Rent-a-car Vehicle Hire**. It may be accessed from either. Howdens, or on exit from the Service Station.





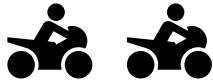






Be aware the waiting group will not be as visible from the main road.









RUNS AND EVENTS in JUNE 2021

Event: Club Night When: Wednesday, 2 nd June 2021, 7:00 p.m. Where: Dom's Bike Stop, Leominster Contact: Bigfoot, 01432 277720	
Event: Midweek Meet When: Wednesday, 16 th June 2021, noon Where: Watering Hole, Amestrey Organizer: Dave Therin, 07549342745	
Event: Run When: Sunday, 20 th June 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: The Old Mill Café, Chipping Norton Organizer: Steve Hackett, 07731 509995	
Event: <i>International Ride to Work Day</i> When: <i>Monday, 21st June 2021</i>	
Event: Run When: Sunday, 27 th June 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Devils Bridge Organizer: Mike James, 07762477635	

UPCOMING EVENTS 2021

Event: <i>Stafford International Classic Motorcycle Show</i> When: <i>Saturday, 3rd July 2021</i>	
Event: Club Night/ Open Night When: Wednesday, 7 th July 2021, 7p.m. Where: Dom's Bike Stop, Leominster Contact: Bigfoot, 01432 277720	  
Event: <i>Ross-on-Wye Autojumble</i> When: <i>Saturday, 10th July 2021</i>	
Event: Run When: Sunday, 11 th July 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: The Old Prison, Northleach Organizer: Steve Hackett, 07731 509995	

<p>Event: Run – Mystery Trip When: Sunday, 18th July 2021 Start at: 9:30 a.m. , Texaco Garage Branyard Where: South, circa 150miles. Free entry site visits. Bring a torch. Bring a flask and lunch unless restrictions lifted. Organizer: Malcom Copson, 07785383141</p>	 
<p>Event: Midweek Meet When: Wednesday, 21st July 2021, noon Where: TBC Organizer: Dave Therin, 07549342745</p>	
<p>Event: Run When: Sunday, 25th July 2021 Start at: 9 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Fish & Chip Run to Wales Organizer: Mike James, 07762477635</p>	
<p>Event: Run When: Sunday, 1st August 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Osprey Organizer: Bigfoot, 01432 277720</p>	
<p>Event: Club Night When: Wednesday, 4th August 2021, 7:00 p.m. Where: Dom’s Bike Stop, Leominster Contact: Bigfoot, 01432 277720</p>	
<p>Event: Midweek Meet When: Wednesday, 18th August 2021, noon Where: t.b.c Organizer: Dave Therin, 07549342745</p>	
<p>Event: Club Night When: Wednesday, 1st September 2021, 7:00 p.m. Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 12th September 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Llandoverly Loop Organizer: Steve Hackett, 07731 509995</p>	
<p>Event: Midweek Meet When: Wednesday, 15th September 2021 Where: TBC Organizer: Dave Therin, 07549342745</p>	
<p>Event: <i>Ross-on-Wye Autojumble</i> When: <i>Saturday, 18th September 2021</i></p>	
<p>Event: Club Meet – 30th Anniversary of the Club When: Saturday, 25th September 2021 Start at: TBC Where: Dom’s Bike Stop, Leominster Organizer: Committee (Steve Hackett 07731 509995)</p>	

<p>Event: Run When: Sunday, 26th September 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Cotswolds Organizer: Mike James, 07762477635</p>	
<p>Event: Club Night When: Wednesday, 6th October 2021, 7:00 p.m. Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 17th October 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Flag & Whistle, Toddington Organizer: Steve Hackett, 07731 509995</p>	
<p>Event: Midweek Meet When: Wednesday, 20th October 2021, noon Where: TBC Organizer: Dave Therin, 07549342745</p>	
<p>Event: Club Night When: Wednesday, 3rd November 2021, 7:00 p.m. Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 7th November 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Hotspur Bar & Grill, Shobdon Organizer: Steve Hackett, 07731 509995</p>	
<p>Event: Club Night When: Wednesday, 1st December 2021, 7:00 p.m. Where: Bush Inn, Bush Bank Contact: Bigfoot, 01432 277720</p>	
<p>Event: Run When: Sunday, 12th December 2021 Start at: 9:30 a.m. , Enterprise Rent-A-Car Hire, Holmer Road, Hereford Where: Fiddler's Elbow Organizer: Steve Hackett, 07731 509995</p>	

OTHER ITEMS FROM THE COMMITTEE

<p>Good News about your MEMBERSHIP!!!! Due to Covid-19 and the guidance not to arrange social events, the committee has extended the membership until the end of December 2021. This means all current members and anyone joining this year will not need to renew until January 2022.</p>	
<p>TREASURER'S REPORT: Current a/c: £3,840</p>	<p>MEMBERSHIP SECRETARY'S REPORT: Membership: 135 including 26 family members</p>

MEMBERS SERVICES

<p><u>Ian & Richard Logan</u> Welding services Phone 01886 888419</p>	<p><u>Lynda Wilshaw Classic Cakes</u> Homemade cakes baked for any occasion. Phone 01432 760540</p>
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RECOMMENDED BY MEMBERS

<p><u>Eric Rees Motorcycles</u> (Run by Ray Griffiths) Discount MOTs for club members: General repairs & servicing on all bikes. Agent for Helite AirBag jackets. Phone 01432 266164</p>	<p><u>Andy Morgan</u> Offering a 20% discount for members off his website prices for vapour blasting at ATM Vapour Blasting. He also has an ultrasonic cleaning tank. Phone 07989 448418</p>
<p><u>Sheepskin seat covers</u> Bespoke sheepskin motorcycle seat covers, handmade in Hay on Wye. For more info/prices, call Laurie Phone 07952 998320 Website www.laurielewis.org.uk</p>	<p><u>Aidan Sweeney</u> Traditional Gents Outfitters, 7-8 The Market Arcade Brecon, Powys. LD3 9DA - For anyone like me whose waistline has disappeared and finds it necessary to wear braces Email www.aidansweeney.co.uk</p>
<p><u>Clothing alterations</u> Repairs & tailoring (including) leather: Sew Bright Phone 01432 352622</p>	<p><u>Drive chain oiler</u> Tutoro, Lydney Phone 01594 841097</p>
<p><u>Green Spark Plug Company</u> Not strictly a recommendation but LCMCC club members are eligible for 10% discount on items purchased online. Enter the discount code CLUBMEM10 in the coupon code area of the checkout. Website www.gsparkplug.com http://lcmcc.uk/blog/2016/02/12/members-discount-at-green-spark-plug-company/</p>	<p><u>Motorcycle leathers</u> Repaired, altered, patched and stitched. All leatherwork considered. Traditional quality shoe & boot repairs. Cobblers Cabin, Chepstow Phone 01291 628528</p>
<p><u>Ross on Wye PC Repair</u> Services range from Virus Removal, Hardware Upgrading, Memory Upgrading, Screen Replacements on Laptops and Notebooks, Hard Drive Upgrades, Anti-Virus Upgrades, Performance Tweaking, all covered under a No-Fix-No-Fee Policy (or if fault re occurs within 5 days), with No Inspection Fees. You pay only for the completed work and for any replacement parts. Contact Luke Sutton Phone 07973 993 049 Email info@rossonwyepcrepair.com</p>	<p><u>CLUB SHOP</u> Club shirts & other clothes etc.: Clubsport have set up an online shopping facility for us: www.clubsport.co.uk/index.php/clubshops/category/85-leominster-classic-motorcycle-club Or you can order at any of their shops: Leominster (South Street), Hereford (All Saints Court), Ledbury (Bye Street), Ludlow (Old Street), Newtown (Broad Street), Ross on Wye (High Street) and Kington (Church Street). Please note: The design for the club logo is held at the Clubsport base in Kington but any branch's staff can find it amongst the local sports clubs listed on their in-house computer system. Badges, Stickers etc.: Enamel lapel badges (old style) and Club stickers are available at The Bush £1.00 each.</p>

Disclaimer: The Leominster Classic Motorcycle Club and committee cannot accept liability or be held responsible for any loss, accident, injury, death or loss of claims due to tips or suggestions given in this newsletter. The articles in this newsletter do not necessarily reflect the views of the editor or club committee. Note: Any information that Leominster Classic Motorcycle Club holds remains confidential. Your personal data is stored on digital media in accordance with the provisions and requirements of the General Data Protection Regulations of 2018 and will only be used to contact you on club matters.